Committee Room, City Hall,
February 19th, 1920.

FOURTH MEETING(Special) (Minority).

NO. 2 COMMITTEE meets in the Committee Room, City Hall, on Thursday, February 19th, 1920, at 4 p.m.

PRESENT: Alderman W.A.Wilson (Chairman) Wheatcroft and Ashton.

The Chairman states that the meeting has been called for the purpose of opening tenders.

TENDERS.

83 The following tenders were received, viz:-

(1) Mallough Foundry - Iron Castings - Cheque for $100.00
(2) Hayman & Mills - Portland Cement - " " 100.00
(3) Forest City Manufacturing Co. Iron Castings " 100.00
(4) William Copp - Portland Cement - Cheque for 100.00
(5) Brick Manufacturing Co. Portland Crushed Cement - Cheque 100.00
(6) Thames Quarry Co. Crushed stone - Cheque for 100.00
(7) Hagersville Stone Co. " " - " " 100.00
(8) William Heaman & Son. Portland Cement " 100.00
(9) Barber Asphalt Paving Co. Refined Asphalt - 858.00
(10) Imperial Oil Co. Refined Asphalt Cheque for 560.00

Alderman Wheatcroft moves, and it is adopted, that the tenders be handed to the Engineer and that he submit his report at the next regular meeting.

Upon motion the Committee adjourned.

.....
Chairman.

Committee Room, City Hall,
February 24th, 1920.

FIFTH MEETING.

NO. 2 COMMITTEE meets in the Committee Room, City Hall, on Tuesday, February 24th, 1920, at 7.50 p.m.

PRESENT: Aldermen W.A.Wilson (Chairman) Seabrook, Wheatcroft, Drake Ashton and Moorhead.

84 MINUTES.

The minutes of the third meeting are confirmed and signed by the Chairman.

85 MIDDLESEX MILK PRODUCERS.

J.C.Nichol extending an invitation to the Council to attend a banquet on March 4th, 7.30 p.m. in the Masonic Temple, where the Hon. E.C.Dury will speak, and enclosing complimentary tickets.

Upon motion the invitation is accepted.

86 SUBURBAN ROADS.

John Stuart - As required by Section 14 of the Act respecting to Public Roads and Highways in Ontario, I beg to notify you that the Council of the County of Middlesex at the session held on 31st day of January last, appropriated and set apart the sum of $8000.00 for the maintenance of roads in the London Suburban area, for the year 1920.

Filed.

87 EAST END HALL.

Salvation Army calling attention to the need of repairs in the Salvation Army East End Industrial Department rooms. The mortar from the ceiling and walls is constantly falling down, and they need some electric lights.

Treasurer Bell recommended the granting of their petition.

Upon motion the prayer of the petition is granted and the Building Inspector instructed to make the necessary repairs.

88 SMOKE NUISANCE.

John Hodder et al -

We, the undersigned ratepayers resident in the vicinity of the corner of Richmond and Pall Mall Sts., hereby petition that immediate action be taken by the City to remove the smoke nuisance created by the plant of the Hall-Dent Co. situated on that corner.

The Chimney of the factory discharges a smoke carrying soot in large flakes which fall to the ground within a block. This is due

in part to the lack of sufficient height in the chimney stack. The soot is found to occur regularly and is a source of great annoyance and material loss to the citizens. It is unsafe to hang washed clothing in the open and those who use the streets in the morning are inconvenienced by the quantity of soot which is in the air.

As the smoke from this factory is decidedly offensive and as the smoke from other factories and the railway does not bear soot in such quantity, the Council is requested to take effective steps to secure the immediate removal of this nuisance by the installation of a smoke-consuming device.

A deputation consisting of Messrs. F.J.Clark, J.Hodder et al, appeared and are upon motion heard. They pointed out the existance of the nuisance and read by-law 5908 of the City of London, and asking that definite steps be taken for its enforcement.

Alderman Moorhead moves, and it is adopted, that the matter be referred to Engineer Brazier with instructions to report at the next meeting of the Committee.

89 WEST END DISPOSAL WORKS.

Chipman and Powers enclosing a copy of letter to Mr. Brazier respecting engineering on the proposed sewage disposal works. They had the general design of London Sewage system and asked that he be called in as a consulting engineer.

Filed.

90 SALISBURY STREET CLOSING. (see par 66).

T.G.Meredith - re Salisbury Street.

I beg to enclose Notice, in duplicate, which please sign and have published once a week for four successive weeks. Mr. J.P.Moore has approved of the form of the Notice.

The Clerk states that the by-law was advertised.

91 BOILER INSPECTION.

J.A.B.Latour reporting the Incinerator Boiler as being satisfactory.

Filed.

92 PUBLIC UTILITIES ACCOUNT (see pars. 14 and 71).

Messrs. McFarland, Pocock and Buchanan appeared before the Committee re disputed accounts for pavement repairs etc. Mr. McFarland suggested that in view of the difficulty of claims of this nature, and of the satisfactory arrangements existing between the Utilities Commission and the Bell Telephone Co and others, in which each agree to pay its own costs, that the City agree to pay fifty-fifty. The Commission were not always to blame.

Alderman Drake moves, and it is adopted, that the payment of cost of repairs of replacement to payements, curbs or walks arising out of defective works, where it is disputed as to liability between the Utilities Commission and the Council, be paid by the Utilities Commission and the City of London in the proportion of sixty and forty per cent respectively, on certificate of the City Engineer that the work was completed to his satisfaction, and the account correct.

93 STANDARD PAVING ACCOUNT.

Mr. Driscol of the Standard Paving Company appeared before the Committee respecting pavement maintenance accounts. Pavement was laid in 1915. In the Spring of 1916 the pavement began to settle. On receipt of Engineer Brazier, they came and fixed same. The sewer had undermined the pavement. There was no claim that the workmanship was defective. They asked whether their account under their guarateee maintain the road for ten years. If the Company had a claim against the Utilities Commission that was a matter for them to settle.

Alderman Moorhead moves, and it is adopted, that the matter be referred to the Chairman and Engineer, and the Engineer to interview the City Solicitor on the matter and report back to the Company.

94 TEAMSTER'S WAGES.

H.A.Brazier - A petition, herewith attached, has been received from the Team Owners' Association asking for an increase in wages. I beg to recommend that the wages of the teamsters for this year, be increased from 90¢ to $1.05 per hour for teams and from 65¢ to 75¢ per hour for single horse rigs.

Upon motion a large deputation of teamsters were permitted to address the Committee. Mr. Mines pointed out that the High Cost of horses, food, wages, and supplies were such that they could not operate on the present scale.

Alderman Drake moves, and it is adopted, that the wages for teamsters be $11.00 per day of nine hours.

95 GARBAGE REPORT.

H.A.Brazier - I herewith beg to submit for your consideration report on garbage collection and disposal.

There are two general methods of collection now in vogue, the backyard collection and curb collection, this being the more expensive one.

the collector at a maximum, in a great many instances being as much as 200 to 250 ft. for the round trip. On the other hand a curb collection which means that the house-holder is required to carry his ashes and garbage to the curb line and again carry back the empty receptacles after the collection has been made, reduces the walking distance to only a few feet and while I do not advocate the curb collection for our city from a sanitary and pictorial point of view, it is, in my opinion, the most up to date and best method insuring regular collections at a minimum cost, in fact I believe the cost of the curb collection with the same number of collections per week, would only be 50% of the cost of a backyard collection or, as an alternative, a daily curb collection for the same cost as a by-weekly backyard collection. The present abnormal conditions due to scarcity of labor, high cost of horse feet, etc., may eventually force the city to adopt the curb collection but as I am given to understand the citizens wish to have a perfect collection at a minimum cost without requiring any physical exertion on their part in the way of handling the garbage.

The cost of collection last year was $46,133.00 as compared with $42,528.00 for the previous year. It will cost approximately $66,000 for this year. This amount, however, includes approximately $4,000.00 for new horses and wagons.

While a great many complaints have been received and considerable dissatisfaction shown with the present system it must be realized that the combination of circumstances which has caused such dissatisfaction such as the severe weather conditions and particularly the heavy snowfall together with the general sickness and impossibility of replacing men at a moment's notice have been beyond our control. Such a statement as this has been termed a bluff. I wish to emphatically state that it is no such a thing, it is simply a statements of facts, in fact great credit should be given the staff and the collectors for carrying on the work as well as it has under these conditions.

In regard to the complaints received I beg to saythat we have made a careful investigation in regard thereto and find that in approximately 75% of the cases the householders complaining have not complied with the regulations regarding the collection and are therefore not entitled to a collection. I have had taken and herewith submit photographs showing conditions in various backyards throughout the City. It has been stated that these conditions are due to the irregularities of the collections. This is not so as in these cases you will see that in the majority of them no galvanized iron covered receptacles are provided for garbage and entirely inadequate number of receptacles for ashes even for the onee a week collection.

In order that the householders may assist to increase the efficiency of the collections it is necessary that drastic action be taken to force them to comply with the regulations. To do this a by-law must be passed approving of the regulations and providing for a penalty for non-compliance. It is necessary also that a house to house inspection be made to find out which householders are complying with the regulations and which are not and everyone not complying with the regulations should be immediately notified in writing giving a stated period in which to comply therewith and failure to do so should be met with a fine. I believe that this house to house canvas can best be made and should be made by the Board of Health even if done at the expense of the Garbage Collection General. Condiderable complaints are caused by the householders keeping their garbage just inside the house or in some little out-house which may eventually become known to a collector if he remains regular on that beat, any change, however, or men will necessitate some time to get familar with these conditions so that the regulations prohibiting the entering of premises for any reason whatever must be rigidly enforced and instructions have been issued accordingly and from now on no collector will be permitted to enter the house for any reason whatever, neither will he be permitted to remove garbage unless placed in a receptable as provided by the regulations. This will probably lead to a great many complaints and critiscism of the Department for a short time, but it must be enforced and if enforced as it must be will eventually lead to greater efficiency of the Department.

During the past week from six to sixteen man have been off their beats daily due to sickness, in fact on at least two beats no collection whatever has been made during the past week.

In order that proper labor may be obtained, the wages of the collectors must be considerably increased, a recommendation in regard thereto being submitted this evening.

If a curb collection were adopted motor trucks might be used with efficiency but in my opinion that cannot be under the present system.

Notwithstanding reports which I have previously submitted the statement is often made that collection by contract was more efficient and

less costly. This I again contradict as when labor conditions were nor-
mal and there was no difficulty in obtaining the necessary help I believe
as many complaints were then received as at the present time. In regard
to the cost, I beg to say that when undertaken by contract from January
1st. 1914 to September 30th. 1914, the cost of collection was $24,815.50
equal to $33,090.00 for the year. At that time wages were $2.25 per day
The cost of collection for last year as before stated was $46,133.00.
As wages have increased 60% and feed considerably more than that and the
area from which collection is made increased 25% the cost by contract
would have been $52,600 without allowing for the increased area or
$66,000 if allowing for the increased area.

When the system was first inaugurated and notwithstanding a recommendation from the Department that three yard wagons be purchased and used, two cubic yard carts were purchased. It is true at considerable less cost than the wagons would have cost, but at a far greater annual cost. Since then six 5 cubic yard wagons and four 4 yard wagons have been purchased, there are, however, still in use fourteen 2 yard carts. These should be replaced with five or six yard wagons. Some endeavor should be made, however, to construct a lighter wagon than the five yard wagons last purchased.

A number of the horses purchased from the Contractor in 1914 are not now suitable for the work. New horses of a good type should be purchased to replace these.

Disposal. The method of disposal since inauguration of the system has been by Incineration. This method although the most costly is the most sanitary way of disposal. The gross cost of disposal last year was $10,100, the net cost of disposal, i.e., allowing a credit of $3,000 for heat, is $7,100.00. I do not know of a City which disposes of its garbage by incineration at such a low cost although we are only receiving $3,000 from the Hospital Trust where it is estimated that at least $5,000 should be received.

Three other methods of disposal are in vogue in other cities, reduction, hog feeding and by burial. While some American cities have recieved considerable revenue by feeding to hogs, I think it should only be considered as a war measure. In regard to reduction, no city of less than 100,000 population ix known to have operated a plant at a profit and even cities that have operated at a profit have had to put up with an abominable nuisance from the reduction plant unless located at a considerable distance from the City. Disposal by burial is only suitable for villages or towns, where they have large areas of waste land.

Conclusion. In conclusion I again wish to state that the Department must have the full confidence and support of the Committee and must have at all times full control of the work, subject, of course, to such regulations as the Committee may adopt from time to time. In regard to critiscism generally, general knocking of the system is poor policy and should not be tolerated. On the other hand if any citizen can suggest any way in whith the efficiency of the Department can be increased, the suggestion will be fully welcomed.

Alderman Drake moves, and it is adopted, that the report be filed and the City Engineer instructed to interview the City Solicitor, to prepare a by-law for enforcing the Garbage regulations, and submit same to the Committee.

96 LIMESTONE DUST TENDER.

H.A.Brazier - No tenders were received by your Committee on the 19th. inst. for the supply of Limestone Dust. I beg to recommend that it be purchased in the open market as required.

Alderman Drake moves, and it is adopted, that the recommendation of the Engineer be adopted.

97 CRUSHED STONE TENDERS.

H.A.Brazier - I herewith beg to submit summary of tenders received by your Committee on the 19th, inst., for the supply of Crushed Stone for the year ending October 31st. 1920.

	Hagersville Co.	Thames Quarry Co.
2000 tons, more or less of 1½" binder stone per net ton of 2000 lbs..	2.30	2.10
1000 tons, more or less of 1" binder stone per net ton of 2000 lbs.....	2.30	2.10
3500 tons, more or less of ½" to 1" binder stone per net ton of 2000 lbs...	2.30	2.10

and recommended as printed in the sixth clause of the fourth report of No. 2 Committee.

Alderman Wheatcroft moves, and it is adopted, that the recommendation of the Engineer be adopted.

98 CEMENT TENDERS.

H.A.Brazier - I herewith beg to submit summary of tenders received by your Committee on the 19th. inst. for the supply of Portland Cement for the year ending December 31st. 1920.

W.Heaman

	W. Heaman & Son	Mfg. Co.	Copp.	& Mills.
1. Any place, small quantities for any purpose.....	3.20	3.25	3.24	3.25
2. Any place, sidewalks, in wagon loads.....	3.00	3.05	3.04	3.05
3. Any place, curbs and gutters in wagon loads.....	3.00	3.00	3.00	2.95
4. Any place, pavements, in wagon loads.....	2.95	2.90	2.90	2.95
5. Any place, general purposes, in wagon loads.....	3.05	.....	.....	.....
6. Any place, all works and all purposes in wagon loads....	.....	.....	.....	.....
7. All works and all purposes in car load lots on city siding.....	2.70	2.70	2.70	2.70

All prices subject to increase in freight rates. - and recommended as printed in the seventh clause of the fourth report of No. 2 Committee, except that Wellington was substituted for Waterloo Street in the last clause.

Alderman Wheatcroft moves, and it is adopted, that the recommendation of the Engineer be adopted.

99 REFINED ASPHALT TENDERS.

H.A.Brazier - I herewith beg to submit summary of tenders received by your Committee on the 19th. inst. for the supply of Refined Asphalt for year ending October 31st, 1920.

	Imperial Oil Co.	Barber Asp. Paving Co.	Barber Asp. Paving Co.
800 tons, more or less del. f.o.b city siding in packages per net ton of 2000 lbs.....	33.00	37.64	46.28
800 tons, more or less del.f.o.b city siding in tank cars per net ton of 2000 lbs.....	25.00	40.01	34.31
Brand of Asphalt.....	Imperial	Trinidad	Bermudez
Source of Supply.....	Mexico.	Trinidad	Venizola
Minimum percentage of bitumen...	99.8	56%	95%
Ductility	80 -	40 -	40 -

All prices are quoted subject to increase in freight rates, and recommended as printed in the eighth clause of the fourth report of No.2 Committee.

Alderman Drake moves, and it is adopted, that the recommendation of the Engineer be adopted.

100 ROAD OILDTENDER.

H.A.Brazier - No tenders were received by your Committee on the 19th. inst. for the supply of Road Oil.

Alderman Drake moves, and it is adopted, that Engineer Brazier be authorized to purchase Road Oil on the open market and to secure same at as early a date as possible.

101 IRON CASTINGS TENDER.

H.A.Brazier - I herewith beg to submit summary of tenders received by your Committee on the 19th inst. for the supply of Iron Castings for the year ending December 31st. 1920.

	Mallough Foundry	Forest City Mfg. Co.
Delivered, f.o.b. Storeyard.....	5.80	6.00
Delivered, f.o.b. Job.....	5.80	6.00 and recommended as printed in the tenth clause of the fourth report of No. 2 Committee.

Alderman Seabrook moves, and it is adopted, that the recommendation of the Engineer be adopted.

102 STOREKEEPER & BLACKSMITH'S WAGES.

H.A.Brazier - A petition, herewith attached, has been received from C.E.Howard, City Storekeeper and Blacksmith asking for an increase in wages to 65¢ per hour. I beg to recommend that he be granted an increase to 55¢ per hour being at the rate of $1430.00 per annum.

Alderman Moorhead moves, and it is adopted, that the recommendation of the Engineer be adopted.

103 INCINERATOR WAGES.

H.A.Brazier - A petition, herewith attached, has been received from the Engineers employed at the Incinerator making application for an increase in wages. I beg to recommend for this year that the wages of the Chief Engineer be increased to $4.75 per day and the Assistant Engineers to $4.25 per day.

Alderman Drake moves, and it is adopted, that the recommendation of the Engineer be adopted.

104 WARD FOREMEN'S WAGES.

H.A.Brazier - A petition, herewith attached, has been received from the Ward Foremen requesting an increase in wages. I beg to recommend that their request be granted and that for this year, the Grade 1 Foremen be paid at the rate of $4.75 per day; Grade 2 Foremen at the rate of $4.50 per day and Temporary Foremen at the rate of $5.00 per day for this year.

Alderman Drake moves, and it is adopted, that Grade 1 Foremen be paid at the rate of $5.00 per day, Grade 2 Foremen be paid at the rate of $4.75 per day and Temporary Foremen at the rate of $5.00 per day.

105 PAVEMENT SWEEPING RATE.

H.A.Brazier - The total cost of pavement sweeping for the year 1919 including all labor, materials, supplies and interest charges was $27,044.61, there was, however, a surplus of $833.23 from the previous year. The net amount to be collected this year is, therefore, $26,211.46

In order that the actual cost of the work may be charged to the property benefited I have made eight different rates, the rates depending upon the locality of the street and the number of times which it was flushed during the year as per the attached statements:-

Statement	"A"	6¢ per ft. frontage
"	"B"	8¢ " " "
"	"C"	9¢ " " "
"	"D"	9½¢ " " "
"	"E"	10¢ " " "
"	"F"	10½¢ " " "
"	"G"	11½¢ " " "
"	"H"	13¢ " " "

the minimum rate of 7¢ being for streets such as Carleton Ave. and the maximum rate of 13¢ for streets such as King St. from Ridout Street to Wellington Street and the main potions of Dundas and Richmond Streets.

I beg to recommend that the above rates be adopted.

I herewith beg to submit the following statement of comparative cost of pavement sweeping per mile, 1912 to 1919 inclusive:-

Year	Cost	Mileage	Cost per mile	Wages per hr.
1912	$ 8,550.29	6.58	$ 1,299.44	17¢
1913	11,039.45	7.92	1,393.86	20¢
1914	14,011.16	11.06	1,266.83	20¢
1915	12,881.50	14.90	864.53	20¢
1916	14,021.09	18.65	751.80	20¢
1917	19,379.52	21.55	899.28	23¢ &25¢
1918	# 21,994.17	22.72	968.05	25¢ &27¢
1919	26,535.33	24.28	1,092.88	27¢ &31¢

Includes spring clean up heretofore charged to St. Cleaning.

All the above costs exclusive of interest charges.

Alderman Seabrook moves, and it is adopted, that a by-law be introduced authorizing the levying of the rate as recommended by the City Engineer for Pavement sweeping in 1919.

106 STREET RAILWAY PAVING.

H.A.Brazier - I herewith beg to submit for your information correspondence between myself and the London Street Railway Company re Paving programme for 1920.

H.A.Brazier - The paving programme for this year as adopted at the last meeting of the Municipal Council includes the following streets

Street	From	To.
Adelaide	Rattle	Oxford
Adelaide	Oxford	Grosvenor
Central	Richmond	Waterloo
Dundas	404¼' W. Ridout	Bridge
Hamilton	Horton	Adelaide
South	Wellington	Waterloo
Stanley	Wharncliffe	Bridge

Please be so good as to make the necessary arrangements so that you may proceed with the paving of your track allowances at the same time the remainderrof the street is being paved as required by the provisions of the By-law No. 916.

C.J.King - Manager London Street Railway Co.

I have your letter of the 15thh, naming the streets in the City's paving programme on which the Street Railway Lines exist, asking us to pave the tracks allowances at the same time.

As you have already been advised, it is impossible for the Company to obtain capital for their expenditures and therefore the Council will have to govern themselves accordingly as it is out of the power of the Company to comply with this request.

Filed.

107 GARBAGE WAGES, HOURS ETC.

GARBAGE WAGES, HOURS ETC.

H. A. Brazier - I herewith beg to submit for your consideration communication received from Federal Union Co. 60 (Garbage Employees) in regard to hours, wages and working conditions for this year. I have met the officials of the Union and taken up and discussed with them their request clause by clause and beg to recommend:-

1. Regarding Hours. That fifty three hours be a week's work, this time to be reckoned as starting when an employee reports at the barn or other working point and to include time required for cleaning up and attending to horses.

All overtime in excess of the 53 hours but not exceeding the 57 hours to be paid at a rate of time and a quarter and exceeding the 57 hours at the rate of time and a half.

Legal holidays to be paid for at regular rates, the necessary overtime, however, being worked to make up for the time lost on such holidays but such time to be paid for at regular rates and not reckoned as over time.

In cases of emergency, epidemic or any other case which, in the opinion of the Superintendent, makes it necessary to work overtime, such overtime shall be done willingly by the employees upon request.

2. Regarding Wages. I beg to recommend that the wages be fixed at $25.00 per week of 53 hours, or less time at proportionate rate, being the rate for men on the staff after one months' approved services.

Any new employee or those employees having been engaged less than one month be paid at a rate equal to $22.00 per 53 hour week for the first month.

3. Regarding Working Conditions. I beg to recommend that no action be taken in the matter of providing clothing for the employees except that if the employees so desire the Department purchase such clothing mentioned and resell to the employees at cost on a weekly payment system.

3A. Regarding Weight of Cans. I beg to recommend that no action be taken in regard to this matter. The present cans average 21 lbs. in weight. In the event of new cans being purchased an effort will be made to reduce the weight, it has, however, proved in the past to be inexpedient to use cans lighter than those in use.

4. Regarding Federal Union Card. I beg to report that I have no authority to deal with the request that it be made compulsory for all employees to join the union.

In addition to the points mentioned in the communication I beg to recommend as follows:-

That the stable yard doors be closed between the time fixed for the employees to leave the stable in the morning and the time fixed for them to return to the stable at night except to those having permission to feed there at noon hour. Any employee reporting for work later than the hours designated shall lose the time one full hour for each hour or part of an hour.

The question of the changing of men, horses or the changing or re-arranging of beats or sections shall remain and be at the discretion of the Superintendent.

No effort shall be made by the Union either directly or indirectly or by any Member of the staff to limit the number of loads to be collected or quantity of work to be done per day.

In the case of violation of the following rules an employee shall be instantly dismissed and from which there shall be no appeal.

1. Entering cellars or any part of any premises of any description for the purpose of removing garbage and ashes.
2. The collecting, picking out or disposing of junk or waste material of any description, as it must be understood that until it is collected it is the property of the house-holders and immediately after collection it is the property of the Corporation.
3. Failure to report damage or accidents to horses or equipment within twelve hours of such accident.
4. Loafing or being off beat or section without cause.

In conclusion I beg to recommend that an Agreement be entered into between the Federal Union No. 60 and the Corporation relative to the before-mentioned matter in regard to hours, wages and working conditions and that such Agfeement be for a period of one year from March 1st. next.

Federal Labor Union No. 60 -

We, the employees of the Garbage Department, organized in the Federal Labor Union No. 60 under charter from the Dominion Trade Congress affiliated with the A.F.of L. and the London T.L.Council desire to submit for your favourable consideration the following requests in regard to Hours, Wages, and Working Conditions for ensuing year of 1920:-

(1) Regarding hours - we beg to submit that fifty hours be the maximum time limit for a week's work. This time to be reckoned as starting when an employee reports at the barns, or other working point and all time required for cleaning up, or attending to horses to be reckoned in the fifty hour maximum.

(A) All overtime above the fifty hour regular maximum to be paid at time and one half.

(B) Legal holidays to be paid for at regular rates, and time required to make up the legal holiday not to be reckoned as overtime.

(C) In case of emergency or epidemic, it is agreed by us that we work in co-operation with the governing body to meet such situation with due regard to public interest.

(2) Regarding Wages - we beg to submit that a rate equivalent to $25.00 per week of fifty hours, be the rate for permanent men on the staff one month (viz. 4 calendar weeks) preliminary training at the rate equal to $22.00 per fifty hour week, to be the starting consideration for new men, and all men retained as satisfactory after four weeks trial to rank as permanent.

(3) Regarding Working Conditions - We feel that it is a reasonable point to submit that the garbage staff has equal, if not greater, claims on your consideration in the matter of clothing and protection from storm and weather, to the claims of employees in other civic departments now being furnished with uniforms: we therefore, ask that the garbage collectors be furnished with a storm proof outfit, including helmet and overcoat, with bootssuitable to the needs of the work.

(4) a. We desire to call your attention to the need of fair regulations regarding the unit weight of cans and load of receptacles. At the present time we are handling cans which weight over 25 lbs. empty, come from 30 to 32 lbs. which when filled equal a lift of over 100 lbs. which we submit is too heavy a strain for sonstant lift. We ask that regulations be such as to ensure a maximum lift of not more than 60 lbs. including the can used.

We beg to submit in conclusion that greater harmony and most efficient service can be assured in the public interest if your Committee can see its way to require that all employees on the permanent staff of the Garbage Department carry the Federal Labor Union Card.

Should your Committee desire a conference with representatives of our Department in regard to above requested, we shall be very happy to appoint delegates for such purpose.

Upon motion Engineer Brazier is authorized to interview the City Solicitor with respect to preparing a by-law and agreement covering matters referred to in his letter.

108 LOCAL IMPROVEMENTS.

H.A. Brazier recommending the construction of certain Local Improvements as printed in the fifteenth clause of the fourth report of No. 2 Committee.

Upon motion the recommendation of the Engineer is adopted.

109 OUTSIDE EMPLOYEES' WAGES.

H.A. Brazier submitting proposed scale of wages as printed in the sixteenth clause of the fourth report of No. 2 Committee.

Alderman Drake moves, and it is adopted, that the schedule of wages be amended by making Ward Formen Grade 1 $5.00 per day; Ward Formen 2 $4.75 per day and Comfort Station Caretakers, male $18.00 per week and Comfort Station Caretakers Female $15.00 per week.

110 EXCAVATION MACHINE.

H.A. Brazier - I beg to recommend that one Model 4 Keystone Excavator be purchased through Messrs. F.H. Hopkins & Co. for the sum of $5,650.00, f.o.b., St. Catharines, Ontario.

This machine is required for grading for pavement work. It will speed up the work considerably and also release a considerable number of mentfor other work. The cost thereof should be charged to Asphalt Paving Plant and will be paid for on a square yard basis of work carried out.

Upon motion the recommendation of the Engineer is adopted.

111 FORD CAR.

H.A. Brazier - I beg to recommend that a new Ford runabout car be purchased for the Department to replace the car which has been in use since the spring of 1916. Quotations have been received and I beg to recommend that the offer of the Universal Motor Sales Limited for the supply of one new Ford runabout for the sum of $506.58 and the present car be accepted.

Upon motion the recommendation of the Engineer is adopted.

112 CITY OF LONDON HILL (see par 69).

Engineer Brazier states that it is absolutely necessary for the construction of pavements this year that at least $100,000 be provided for Storm Sewer construction.

Alderman Drake moves, and it is adopted, that application be made

in the City of London Bill for the issue of debentures amounting to $100,000 for the purpose of constructing Storm Sewers in connection with certain pavement constructions.

Engineer Brazier states that in connection with the proposed paving of Central it would be advisable to place the railway track in the centre of the street. The tracks are now placed on the South side and the by-law authorizing its construction had been approved by the Legislature, and he recommended that application be made in the City of London Bill for authority to place the said track in the centre of the said street.

Alderman Ashton moves, and it is adopted, that application be made in the City of London Bill for power to place the street railway track as recommended by the Engineer.

113 COMFORT STATION.

H.A. Brazier - The Special Committee consisting of Alderman Drake and myself have carefully considered the question of the construction of a Comfort Station in the East End. We believe that the South west corner of Adelaide St. and Dundas St. to be the best location. Plan No. M-2-62 shows the plan of the proposed building which will be located entirely underground. The estimated cost of this building is $7,500.00 The matter is submitted for your consideration.

Referred to estimates.

114 EMERY STREET.

Alderman Seabrook calls attention to the dangerous condition of Emery Street.

Alderman Moorhead moves, and it is adopted, that the matter be referred to Engineer Brazier to report.

115 ESTIMATES.

Alderman Drake moves, and it is adopted, that the Committee meet on Friday, March 5th at 8 p.m. for the purpose of considering estimates.

116 SEWER FARM RENTAL.

Alderman Seabrook states that Mr. Axford had spoken to him regarding the renewal of his lease on the part of the Sewer Farm.

Alderman Wheatcroft moves, and it is adopted, that Mr. Axford be granted a lease on the same terms as last year.

117 PAVING PROGRAMME.

Alderman Moorhead moves, and it is adopted, that the paving of Dufferin Avenue, from Ontario to English be included in this years programme.

Alderman Seabrook moves, and it is adopted, that the paving of Langarth Street, from Wortley to Cathcart Street be included in this years programme. paving of

Alderman Seabrook moves, and it is adopted, that the Cove Road, from Wharncliffe to Orchard Street be included in this years programme.

118 PAVING PLANT.

Engineer Brazier states that four Sand Drums at the paving Plant were not in a satisfactory condition, and that it would be necessary to replace them.

The Warren Paving Company had a perfected drum that would take the place of the four and would give most satisfactory work, but it was an American Machine.

F.E.Leonard & Sons of this City would supply four drums at $2,500.00 and the Brick work for same would cost about $2,500.00 These drums would probably last three or four years.

Alderman Drake moves, and it is adopted, that the necessary Sand Drums for the Paving Plant be purchased from F.Leonard & Sons at an estimated cost of drums and brick work for $5,000.00

119 ACCOUNTS.

The following accounts being examined and found correct, are upon motion passed for payment, viz:-

Public Utilities Comm. Repairs	$ 266.75	City of London Paysheet week ending Feb 17th	$918.63
Wm. McCracken. Tile Sewer.	6330.75	C.E.Howard. Salary.	52.65
W.A.Kilpatrick. Salary.	45.00	Paysheet Salaries.	33.32
L.F.Roberton. Salary.	37.50	E.K.Bragg. Salary.	50.00
R.W.Garrett. Salary	70.00	W.R.Hunter. Salary.	75.00
Collector of Sumstoms. Charges	5.51	Canadian Express Co.	.50
W.McCrakcen. Wood.	161.00	Canadian Oil Co.	12.25
Gould & Burchmore. Gasoline.	2.00	James Twitchen. Hay	67.14
James Twitchen. Hay.	291.08	Inter. Harvester Co.	.80
C.F.Cole. Co. Paper.	16.45	St. Bride's Press Ltd.	7.18
Paysheet week ending Feb.17th.	168.59	Paysheet week ending- Feb 17th.	764.72
Paysheet week ending Feb.17th,	1230.57		
W.E.Stephens. Salary.	70.00		

Paysheet week ending Feb.10th	$1469.54	Grand Trunk Rly.	$ 1.00
Art. Metropole. Supplies.	97.90	McClary Mfg. Co.	1.50
J.G.Steel & Co.	1.28	Pettet's Pattern Wks.	6.35
Dyment Baker Lumber Co.	87.38	W.C.Todd. Salary	75.00
W.Capsey. Hay.	30.80	Paysheet	865.91
Paysheet week ending Feb.10th.	170.79	Paysheet week end-	
Dominion Express Co. Charges	.55	ing Feb10th.	1347.79
C.R.Quick. Gravel.	16.00	J.McNamara. Salary	40.00
		Total	$4,888.98

Upon motion the Committee adjourned.

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Chairman.